

ECCLIASTICAL LAW.

THE RIGHTS OF A CLEERGYMAN "SETTLED" AS RECTOR—THE RIGHT OF A VESTRY TO DISMISS A CLEERGYMAN—ANOTHER INTERPRETATION OF CANON 4, TITLE 2, OF THE PROTESTANT EPISCOPAL CHURCH.

The following communication is in answer to one that appeared in our columns a few days ago, and it takes another view of the rights of clergymen and vestries under the civil law and the canons of the Church—

There is no law in Pennsylvania distinguishing between a contract entered into by a clergyman and one made by any other citizen. So far as the law is concerned, clergymen are on the same footing as other persons.

The position of the rector in the civil courts, unless there is a particular contract, is that of an employee without a fixed term of office, but at a certain rate of compensation. Such a relation may be severed by either party at will.

It is true the canons or laws of the religious bodies to which the parties belong may impose obligations upon them which supplement the civil law, and become, *quoad hoc*, the particular contract or a part of it, and which as such will be recognized in the civil tribunals.

Has the General Convention of the Protestant Episcopal Church in the United States of America legislated upon the relation of pastor, and church, or vestry?

It does so distinctly, changing and repealing its canons from time to time, until the only legislation of the Church upon the subject is Title II, Canon 4 of the Digest, entitled "Of the Dissolution of a Pastoral Connection."

This canon recognizes the right, which we have shown exists by the civil law, to dissolve the connection, as residing either in the vestry or the rector. But in exercising that right, it must be done with the concurrence of the Bishop, or in his absence of the Standing Committee, if a union with the congregation of the diocese is sought to be maintained.

If the Bishop refuses his concurrence, the party taking the initiative in the discussion is not, *ipso facto*, forever cut off from union with the convention, but may be restored to it on making such satisfaction as the convention may require. Of course, if the convention approves the action, it can restore without any satisfaction other than a statement of the case, notwithstanding the refusal of the ecclesiastical authorities to concur.

The second section of the canon strengthens this interpretation of the first, it declaring "in case of a regular and canonical dissolution of the connection between a minister and his congregation the Bishop, or, if there be no Bishop, the Standing Committee, shall direct the Secretary to the Convention to record the same."

Any dissolution is regular and canonical to which the Bishop or Standing Committee, as the case may be, has given consent. If the dissolution has been by the act of the vestry or minister, with the concurrence of the ecclesiastical authority, it is still a dissolution, but not regular and canonical, and in that case it is to be laid before the convention of the diocese.

Canon 2 of this title is not in *pari materia*. It provides for the punishment of offenses.

Canon 4 may come into force without any offense having been committed. It is enough if the ecclesiastical authorities approve the separation. A trial is not necessary—was not intended. All was done which was deemed essential for the protection of either party when the consent of the ecclesiastical authority was required. The dissolution is complete when the vestry or congregation, as the case may be, have dismissed or the rector has resigned. The ecclesiastical authority has no part in the dismissal. It imposes, or relieves from, the penalty—nothing more.

The argument of Judge Ludlow in the case of *Batterson vs. Thompson* confounds things entirely distinct when he likens the dissolution of ministerial connection to a degradation. This puts an end to the employment of the clergyman in a particular field. The other displaces him from the ministerial office or function.

The Judge, with all due respect, uses language bordering on the sensational when he exclaims, "Can it be possible that any minister may be summarily ejected from his parish without a trial?" The true question is, "Is there any difference between a contract with a minister and any other person, in its legal effect?" That the foregoing argument gives the real import of the canon of 1865 will be evident to any person who will compare its language with that of the canons which preceded it.

In 1804 two canons were enacted. One, No. 33, "of the dissolution of the pastoral connection," which ran thus, "When any minister has been regularly inducted or settled in a parish or church, he shall not be dismissed without the concurrence of the ecclesiastical authority of the diocese or State," etc. etc. etc., as in the present canon.

The canon of 1808 was in the same words, except that "inducted" was substituted for "inducted," and the following words were added:—"This canon shall not be obligatory upon those States or dioceses with whose usages, laws, or charters it interferes, which Dr. Hays on page 310 of his contribution to the ecclesiastical history of the United States explains thus:—"The last (change) arose from the fact, that as a relation between a minister and his people involved a mere civil contract for work and labor to be done, it, of course, like every other civil contract, was subject to the *lex loci*, and the Church had no power to interfere with the legislation or courts of the several States."

Canon 33 of 1832 was the same. There was also a canon of 1804, No. 34, renewed in 1808, and called the thirty-fourth canon of 1832, which was in *pari materia*, and called "Of differences between ministers and their congregations." This canon required the presbytery of the diocese to be summoned on a question of dissolution, and was extremely inconsistent in practice. These sets of canons did not stand well together, and accordingly canon 34 of 1832 was repealed in 1859. And in 1865 the canon "Of a dissolution of a pastoral connection" was amended so as to read:—"In case a minister who has been regularly inducted or settled in a parish or church be dismissed by such church, without the concurrence of the ecclesiastical authority of the diocese," etc. etc.

In St. Clement's case a good deal has been said about the office of institution. This office was arranged in 1808, when the canons were not the same as they now are. The office of institution was not used in the case of the ministers of St. Clement's parish, and the language of the institution is counterbalanced by the terms of the ordination vow.

In the ordaining of priests this language is used—the Bishop addresses these words to the person to be obtained:—"Will you reverently obey your Bishop and other chief ministers who, according to the canons of the Church, may have the charge and government over you; following with a glad mind and will their godly admonitions, and submitting yourself to their godly judgments?"

"Answer—I will so do, the Lord being my helper." A STEDDEN OF THE CANONS.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA. CLERK'S OFFICE, PHILADELPHIA, June 9, 1871. In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday the first day of June, 1871, the annexed bill, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes," is hereby published for public information.

JOHN ECKSTEIN, Clerk of Common Council.

AN ORDINANCE TO AUTHORIZE A LOAN FOR THE CONSTRUCTION OF CULVERTS AND FOR POLICE PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow on not less than par, on the credit of the city, from time to time, four hundred and twenty-five thousand dollars, to be applied as follows, viz: First, For the construction of culverts, one hundred and twenty-five thousand dollars; second, For the purchase of ground and the erection and extension of buildings for Police Station-houses, three hundred thousand dollars. For which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer. The principal of the loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of City Loan, shall be issued in such amount as the lenders may require, but not for any fractional part of one hundred dollars; or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan thereon is made, and the interest thereof, are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation, an amount sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes, to be paid to the lenders, and their accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL. Resolved, That the Clerk of Common Councils be authorized to publish in two daily newspapers of this city, daily for four weeks, the ordinance presented to Common Council on Thursday, June 1, 1871, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes," and that the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council a copy of said newspapers for every day in which the same shall have been made.

LEGAL NOTICES. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of JOHN WILKINSON, deceased. The Auditor appointed by the Court to audit, settle, and adjust the account of ALLEN SHOEMAKER and EUNICE M. SHOEMAKER, Executors of the said JOHN WILKINSON, deceased, and to report distribution of the balance in the hands of the accountants, and also to report distribution of the fund paid into Court, arising from the sale of the real estate of the said JOHN WILKINSON, deceased, interested in the purpose of his appointment, on WEDNESDAY, June 13, 1871, at 10 o'clock A. M., at his office, No. 131 South FIFTH Street, in the city of Philadelphia, GEO. M. CONARRO, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of JOHN WILKINSON, deceased. The Auditor appointed by the Court to audit, settle, and adjust the first and final account of MATTHEW ROBINSON, executor and trustee of the estate of JOHN WILKINSON, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purpose of his appointment, on THURSDAY, June 22, 1871, at 10 o'clock A. M., at the office, No. 614 WALNUT Street, in the city of Philadelphia, JAMES W. M. NEWLIN, Auditor.

NOTICE—LETTERS TESTAMENTARY GRANTED UNDER THE WILL OF THOMAS BELLA, deceased, late of the city of Philadelphia, having been granted to the undersigned, all persons indebted to the estate of said deceased are requested to present to the undersigned, at his residence, No. 131 South FIFTH Street, in the city of Philadelphia, on or before the 15th inst., the amount of their claims, and all persons having claims to make the same known to RACHEL K. BELLAS, JANE BELLAS, EMMA L. BELLAS, MARY R. BELLAS, Executors.

ESTATE OF JOSEPH NICHOLES, DECEASED. Letters testamentary on the above estate having been granted to the undersigned, all persons indebted to the said decedent are requested to present the same to ANN NICHOLES, Executor, at his residence, No. 131 South FIFTH Street, in the city of Philadelphia, on or before the 15th inst., the amount of their claims, and all persons having claims to make the same known to J. S. C. FERGUSON, 5th Street, No. 520 WALNUT Street, Executor.

ESTATE OF WILLIAM WALTON, LATE ACCOUNTANT OF THE FRANKLIN INSTITUTE. Letters of administration having been granted to the undersigned, all persons indebted are requested to present to the undersigned, at his residence, No. 131 South FIFTH Street, in the city of Philadelphia, on or before the 15th inst., the amount of their claims, and all persons having claims to make the same known to TURNER HAMILTON, No. 106 S. TENTH Street, Executor.

FURNITURE. The undersigned most respectfully announces to his patrons, friends, and the public generally, that in anticipation of extensive alterations and improvements to his store and warehouse he will offer a balance of his entire stock of FURNITURE At Greatly Reduced Prices. All of which is warranted fully as well made as made to order. He adopts this method of giving purchasers an opportunity of C. VOLLMER, Manufacturer of Cabinet Furniture, No. 1108 CHESNUT STREET, PHILADELPHIA.

SMITH & CAMPION. Manufacturers of FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS. No. 349 SOUTH THIRD STREET, PHILADELPHIA.

RAILROAD LINES.

PHILADELPHIA AND CAMDEN AND PHILADELPHIA AND TRENTON RAILROAD COMPANY. On and after MONDAY, June 13, 1871, TRAINS WILL LEAVE AS FOLLOWS: FROM WALNUT STREET WHARF. At 6:25 A. M. Accommodation via Camden and Amboy, and at 8:30 P. M. Accommodation via Camden and Jersey City for New York.

At 6:15 A. M. and 3:30 P. M. for Freehold and Farmington, and at 10:30 P. M. for Trenton. At 6:15 A. M. and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton. At 6:15 A. M. and 10 A. M., 12 M., 2, 3:30, 5, 6, 7:30, and 11:30 P. M. for Riverdale, and Fairfax.

At 6:15 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Fish House. The 11:30 P. M. Line leaves from Market Street Ferry at 11:30 P. M. FROM WEST PHILADELPHIA DEPOT. At 7:15, 8:15, and 11 A. M., 1:30, 3:30, 5:30, 6:45, and 12 P. M. for Trenton. At 7:15 A. M. (Night) for Morrisville, Tullytown, Schenck's, Edgington, Cornwall, Torrington, Holmesburg, Philadelphia, Tacony, Wissinoming, Bridesburg, and Frankford.

FROM KENSINGTON DEPOT. At 7 and 9:30 A. M., 3:30, 5, and 6 P. M. for Trenton and Bristol. And at 6 P. M. for Bristol. At 7:30 A. M., 3:30 and 5 P. M. for Morrisville and Tullytown. At 7 and 9:30 A. M., 3:30, 5, and 6 P. M. for Schenck's, Edgington, Cornwall, Torrington, and Holmesburg. At 7:30 A. M., 3:30, 5, 6, 7:30, and 11:30 P. M. for Fairfax, Edgington, Wissinoming, Bridesburg, and Frankford.

VIA DELAWARE DELAWARE RAILROAD. At 7 A. M. and 3:30 P. M. for New York, Camden, Dunkrig, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Stroudsburg, Water Gap, Delhi, Easton, Pottsville, Pottsville, Pottsville, and 7 A. M. for Schuylers Mountain. At 9:30 A. M. and 5 P. M. for Pottsville, Lancaster, and intermediate stations, and at 5 P. M. for Easton.

FROM MARKET STREET FERRY (UPPER SIDE). VIA NEW JERSEY SOUTHERN RAILROAD. At 7:30 A. M., 3:30, 5, and 6 P. M. for Trenton, and at 6 P. M. for Trenton. At 7:30 A. M., 3:30, 5, and 6 P. M. for Trenton, and at 6 P. M. for Trenton.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD. At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places, via New Jersey Southern Railroad. The 11:30 P. M. line leaves Walnut street wharf, all others will leave from Market street Ferry (upper side).

At 6, 7, and 9 A. M., 1:30, 3:30, 5, and 6:30 P. M., and at 11:30 P. M. Saturdays and Sundays at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 6 A. M., 3:30 and 6:30 P. M. for Lambertson and Medford. At 6, 7, and 9 A. M., 3:30, 5, and 6:30 P. M. for Smilville, Evansville, Vincentown, Birmingham, and Pottsville.

At 6 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornersburg, Cream Ridge, Hightstown, and Hightstown. WM. H. GATZMER, Agent, May 29, 1871.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 1870. THROUGH TRAINS WILL LEAVE AS FOLLOWS: Broad Street and Washington avar, as follows: Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harford with Chesapeake and Delaware Canal Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Newark, and Philadelphia. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Philadelphia, Newark, and Wilmington. Express Train at 7:30 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Philadelphia, Newark, and Wilmington.

Stopping at stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 3:30, 6:00, and 7:30 P. M. The 6:00 P. M. train connects with Delaware Railroad for Milton and intermediate stations. Leave Wilmington at 11:00 A. M., 3:30, 6:00, and 7:30 P. M. The 6:00 P. M. train connects with Delaware Railroad for Philadelphia. Leave Philadelphia at 11:00 A. M., 3:30, 6:00, and 7:30 P. M. The 6:00 P. M. train connects with Delaware Railroad for Wilmington.

From Baltimore to Philadelphia—Leave Baltimore at 7:30 A. M., Way Mail; 9:30 A. M., Express; 9:30 P. M., Express; 7:30 P. M., Express. From Philadelphia to Baltimore—Leave Philadelphia at 7:30 P. M., Express; 9:30 A. M., Express; 9:30 A. M., Express; 9:30 A. M., Express.

NORTH PENNSYLVANIA RAILROAD—THROUGH SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, Northern Pennsylvania, Southern and Interior New York, Buffalo, Albany, Rochester, the great Lakes, and the Dominion of Canada. SUMMER ARRANGEMENT. Sixteen Daily Trains leave Fort Deposit, corner of Berks and American streets (Sundays excepted), as follows: No. 1 (Accommodation), for Fort Washington, 7:30 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hackettstown, Towanda, Waverly, Auburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. This train stops at 8:25 A. M. (Accommodation) for Doylestown. 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Pottsville, Scranton, Hackettstown, Schooley & Mountain, and N. J. Central and Morris and Essex Railroads.

1:30 and 5:30 P. M. for Fort Washington. 2:30 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. 3:30 P. M. (Accommodation) for Doylestown. At 5:30 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. At 4 P. M. (Accommodation) for Bethlehem. 4:30 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Pottsville, Scranton, Hackettstown, Schooley & Mountain, and N. J. Central and Morris and Essex Railroads. 6:30 P. M. (Accommodation) for Lansdale. 8:15 and 10:30 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM BETHLEHEM AT 8:25 AND 10:35 A. M.; 9:15, 5:30, 8:15, and 10:30 P. M. Doylestown at 8:25 A. M., 4:45 and 6:45 P. M. Lansdale at 7:30 A. M., 10:30 A. M., 11:30 A. M., 3:05 and 10:40 P. M. Abington at 8:45 and 7:00 P. M. ON SUNDAYS. Philadelphia for Doylestown at 9:30 A. M. Philadelphia for Fort Washington at 9:00 A. M. and 4:45 P. M. Doylestown for Philadelphia at 6:45 P. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 10:30 A. M. and 4:45 P. M. Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Baggage Express Office, No. 102 S. FIFTH Street, May 16, 1871. ELLIS CLARK, Agent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD. June 1, 1871. Depot—THIRTIETH and CALLOWHILL STREETS. Until further notice trains will leave and arrive as follows: TRAINS LEAVE. Reading and Allentown Express, 7:00 A. M. Harrisburg and Pottsville Express, 8:30 A. M. Philadelphia and Pottsville Express, 11:30 P. M. Harrisburg and Pottsville Express, 3:30 P. M. Pottsville Accommodation, 4:30 P. M. Reading and Pottsville Accommodation, 8:15 P. M. ON SUNDAYS. To Reading, 8:00 A. M. To Pottsville, 8:15 P. M. TRAINS ARRIVE. Pottsville Accommodation, 8:45 A. M. Reading and Pottsville Accommodation, 10:30 A. M. Harrisburg and Pottsville Express, 1:00 P. M. Philadelphia and Pottsville Express, 1:30 P. M. Harrisburg and Pottsville Express, 6:15 P. M. Reading and Pottsville Accommodation, 9:10 P. M. ON SUNDAYS. From Pottsville, 12:35 A. M. From Reading, 7:15 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. For Downingtown and points on Chester Valley Railroad take 7:30 A. M., 12:30 and 4:30 P. M. For Schuylkill and points on Perkiomen Railroad take 7:30 A. M., 12:30 and 4:30 P. M. For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 A. M. and 4:30 P. M. For Pottsville, 7:30 A. M., 12:30 and 4:30 P. M. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1, 2, 3, 4, 4:30, 5:40, and 6:45 P. M. SUNDAYS. Leave Belmont, 9:25, 10:25, 11:25 A. M., 1:25, 2:25, 3:25, 4:25, 5:15, 6:15 and 7:05 P. M. The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroad. Leave Belmont at 6:24 and 10:25 A. M., 12:14 noon, 2:45 and 5:20 P. M. SUNDAYS. Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10 1/2, 11 A. M., 1,